AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1 (Canceled)

2. (Canceled)

3. (Previously Presented) System according to Claim 34, wherein the instantaneous center of rotation is located in a range from 0.2r above ground to 0.4r below ground.

4. (Original) System according to Claim 3, wherein the instantaneous center of rotation is located in a range from 0.1r above ground to 0.3r below ground.

5. (Canceled)

6. (Canceled)

7. (Previously Presented) System according to claim 34, configured such that the system is close to equilibrium in the mean position when no transverse force is exerted by the ground on the wheel in the contact area.

8. (Previously Presented) System according to Claim 7, configured such that in the absence of camber variations the transverse force exerted by the ground

on the wheel in the contact area generated during large suspension deflections does not exceed a limit corresponding to 0.3P, wherein P is the axle load.

9. (Canceled)

10. (Previously Presented) System according to Claim 34, wherein the instantaneous center of rotation is located below ground level so that the transverse forces exerted by the ground on the wheel in the contact area induce an inclination of the wheel support relative to the body in the direction of reduced camber when the transverse forces are directed towards the inside of the vehicle, and in the direction of increased camber when the transverse forces are directed towards the outside of the vehicle.

11. (Previously Presented) System according to Claim 34, comprising means for measuring the couple exerted on the rocker in order to deduce from this the transverse forces undergone by the wheel.

12. (Original) System according to Claim 10, comprising means for measuring the displacement of the rocker in order to deduce from this the transverse forces.

13. (Canceled)

14. (Previously Presented) System according to Claim 34, wherein the upper and lower arms are articulated via at least one elastomeric articulation.

15. (Previously Presented) System according to Claim 34, wherein the rocker is connected to the body by a curved slide-bar so configured as to allow the camber movement of the wheel support by virtue of an instantaneous rotation movement of the rocker relative to the body.

16. (Previously Presented) System according to Claim 34, wherein the rocker is connected to the body by two straight slide-bars so as to allow the camber movement of the wheel support by virtue of an instantaneous rotation movement of the rocker relative to the body.

17. (Previously Presented) System according to Claim 34, wherein the rocker is connected to the body so that it can rotate about a point located above the rocker.

18 - 24 (Canceled)

25. (Previously Presented) System according to Claim 34, wherein the wheel support constitutes a first wheel support, and further including an opposed second wheel support designed to carry an opposed wheel of an axle of the vehicle, the second wheel support being connected to the rocker in accordance with a

configuration symmetrical to that of the first wheel support, including the direct connection of upper and lower arms to the rocker.

26. (Previously Presented) Vehicle equipped with the system according to Claim 34.

27 - 33 (Canceled)

34. (Currently Amended) Suspension system connecting a wheel support to a body of a vehicle, the wheel support being designed to carry a wheel of radius r, the wheel being intended to rest on the ground via a contact area, the system arranged to confer upon the wheel support, relative to the body, a degree of freedom of camber and a degree of freedom of deflection of the suspension which are independent of one another, the system comprising a rocker connected to the body in a manner enabling said degree of freedom of the camber, said rocker connected directly to respective first ends of upper and lower arms which ~~whose~~ respective second ends are pivotably connected to the wheel support, wherein the system is configured in such manner that the camber movement of the wheel support relative to the body has, around a mean position, an instantaneous center of rotation located within a range from 0.3r above ground to 0.5r below ground.

35. (Previously Presented) System according to claim 34 wherein the respective second ends of the upper and lower arms are directly connected to the wheel support.

36. (Previously Presented) Suspension system connecting a wheel support to a body of a vehicle, the wheel support being designed to carry a wheel of radius "r", the wheel being intended to rest on the ground via a contact area, the system comprising:

means that confer upon the wheel support, relative to the body, a degree of freedom of camber and a degree of freedom of deflection of the suspension which are independent of one another,

a rocker connected on the one hand to the body and on the other hand to the wheel support, such that the link of the rocker to the body enables the degree of freedom of the camber, and

means for measuring the couple exerted on the rocker in order to deduce from this the transverse forces undergone by the wheel,

wherein the system is configured in such manner that the camber movement of the wheel support relative to the body has, around a mean position, an instantaneous center of rotation located within a range from 2.5r above ground to r below ground.

37. (Previously Presented) Suspension system connecting a wheel support to a body of a vehicle, the wheel support being designed to carry a wheel of radius "r",

the wheel being intended to rest on the ground via a contact area, the system comprising:

means that confer upon the wheel support, relative to the body, a degree of freedom of camber and a degree of freedom of deflection of the suspension which are independent of one another,

wherein the system is configured in such manner that the camber movement of the wheel support relative to the body has, around a mean position, an instantaneous center of rotation located below ground level so that the transverse forces exerted by the ground on the wheel in the contact area induce an inclination of the wheel support relative to the body in the direction of reduced camber when the transverse forces are directed towards the inside of the vehicle, and in the direction of increased camber when the transverse forces are directed towards the outside of the vehicle, and

means for measuring the displacement of the rocker in order to deduce from this the transverse forces.

38. (Previously Presented) Suspension system connecting a wheel support to a body of a vehicle, the wheel support being designed to carry a wheel of radius "r", the wheel being intended to rest on the ground via a contact area, the system comprising:

means that confer upon the wheel support, relative to the body, a degree of freedom of camber and a degree of freedom of deflection of the suspension which are independent of one another,

wherein the system is configured in such manner that the camber movement of the wheel support relative to the body has, around a mean position, an instantaneous center of rotation located within a range from 2.5r above ground to r below ground, and

a rocker connected on the one hand to the body and on the other hand to the wheel support, such that the link of the rocker to the body enables the degree of freedom of the camber, wherein the rocker is connected to the body by two rods so configured as to allow the camber movement of the wheel support by virtue of an instantaneous rotation movement of the rocker relative to the body, wherein the rods are articulated via at least one elastomeric articulation.

39. (Previously Presented) Suspension system connecting a wheel support to a body of a vehicle, the wheel support being designed to carry a wheel of radius "r", the wheel being intended to rest on the ground via a contact area, the system comprising:

means that confer upon the wheel support, relative to the body, a degree of freedom of camber and a degree of freedom of deflection of the suspension which are independent of one another,

wherein the system is configured in such manner that the camber movement of the wheel support relative to the body has, around a mean position, an instantaneous center of rotation located within a range from 2.5r above ground to r below ground, and

a rocker connected on the one hand to the body and on the other hand to the wheel support, such that the link of the rocker to the body enables the degree of freedom of the camber, wherein the rocker is connected to the body so that it can rotate about a point located above the rocker.